

amendment, the Senate must vote to proceed with debate on the bill.

President Biden has called on Congress to swiftly pass Senator HIRONO's legislation and get it to his desk for signature as soon as possible. There is no good reason the Senate can't complete the task this week.

NOMINATION OF POLLY ELLEN TROTTEMBERG

Mr. SCHUMER. Now on another matter, beyond Senator HIRONO's legislation, the Senate is also focused this week on confirming an impressive slate of nominees to the Biden administration.

I am especially pleased that in a few hours, the Senate will vote to confirm Polly Trottenberg to serve as Deputy Secretary of Transportation. This is great news for New York and great news for the country.

Her credentials are beyond doubt. For the last 7 years, she has served as New York City's commissioner of transportation, managing a transportation system that helps tens of millions of people get to and from work, connects businesses to customers, and brings life to one of America's largest and most visited cities every single day.

Before that, Polly served in the Department of Transportation under President Obama, advising policymakers and working with stakeholders across the country on everything from high-speed rail to roads, highways, and bridges.

Of course, her nomination is especially meaningful to me. Polly served for nearly a decade as my legislative director and transportation adviser. She knows the needs of the country, and she knows the needs of New York. And a pet project so important to the New York Gateway will be well served in her capable hands. We will get this done.

Take it from me: Polly has smarts, she has savvy, and she has moxie. She knows how to work with people of all backgrounds to get things done for the American people. And there isn't a moment to lose. As we work to defeat the COVID-19 pandemic and bring our economy fully back online, we must look ahead to tackle the challenges of our time, and on top of the list is finally getting serious about addressing our Nation's crumbling infrastructure—a topic that Ms. Trottenberg is very familiar with.

For New York, as I mentioned, this means continuing to move the ball forward on projects like Gateway, rebuilding the two rail tunnels under the Hudson—perhaps the most important transportation infrastructure priority in the entire Nation and something I have spoken to Ms. Trottenberg and Secretary Buttigieg and President Biden about regularly.

But our infrastructure woes extend to every city and every State in the country. Our roads, bridges, highways,

airports, public transit, housing, and the electric grid are all in need of an overhaul. So, too, does our country need to invest in the infrastructure of the 21st century—broadband internet access, 5G, electric vehicles. America cannot compete in this century if our infrastructure is stuck in the last century.

That is why, in addition to confirming important nominees like Ms. Trottenberg, the Senate will continue to work with the Biden administration on a comprehensive infrastructure and jobs bill. If there is an issue that ought to unite Democrats and Republicans, it is putting people to work to update our Nation's infrastructure.

I yield the floor.

I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. MCCONNELL. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

RECOGNITION OF THE MINORITY LEADER

The ACTING PRESIDENT pro tempore. The Republican leader is recognized.

HONORING OFFICER WILLIAM F. EVANS

Mr. MCCONNELL. Mr. President, as we speak, for the second time this year, a fallen officer of the U.S. Capitol Police lies in honor under the Capitol dome.

This morning, Officer Billy Evans was welcomed here for a final time by grieving comrades and a Senate family that is immensely grateful for his life, his friendship, and his ultimate sacrifice.

Officer Evans died defending the Capitol, its institutions, and the thousands of people who come here to do the people's business. The circumstances of his killing remind us of the dangers that USCP officers swear, train, and prepare to meet whenever they might arise.

Yet, to that serious task, to his intense responsibilities, Officer Evans brought a spirit and strength of character that leaves us all at the Capitol with memories of kindness and friendship.

Today, I know our colleagues are holding Officer Evans and his family he leaves behind close in our thoughts and our prayers. His sacrifice will not be forgotten.

AFGHANISTAN

Mr. MCCONNELL. Mr. President, now on a completely different matter, just moments ago, new reporting suggests the Biden administration plans to turn

tail and abandon the fight in Afghanistan.

Precipitously withdrawing U.S. forces from Afghanistan is a grave mistake. It is a retreat in the face of an enemy that has not yet been vanquished and abdication of American leadership.

Leaders in both parties, including me, offered criticism when the prior administration floated the concept of a reckless withdrawal from Syria and Afghanistan. Those same voices in both parties should be equally concerned about the Biden administration's announcement today. A reckless pullback like this would abandon our Afghan, regional, and our NATO partners in a shared fight against terrorists that we have not yet won. It will also specifically abandon the women of Afghanistan, whose individual freedoms and human rights will be imperiled.

It did not have to unfold like this. Today in Afghanistan the fighting is borne almost exclusively by our local partners. We have successfully solicited more buy-in and more support from foreign partners as well. Our NATO allies have particularly been begging—begging—the United States to stay by their side. As a result, there was broad political support for a sustainable and residual presence to backstop the progress we have made.

In 2019, Republicans and Democrats joined hands to support an amendment I authored that cautioned against precipitous retreats from Afghanistan and Syria. A supermajority of Senators voted for it. A supermajority of Senators voted for it.

That amendment called upon the administration—the previous one—“to certify whether conditions have been met for the enduring defeat of al Qaeda and ISIS before initiating any further significant withdrawal of United States forces from [Syria or Afghanistan].”

Can President Biden certify that right now? We have seen this movie before, multiple times. Ten years ago, when President Obama let politics dictate the terms of our involvement in Iraq, those failed decisions invited the rise of ISIS.

It was our hasty abandonment of Afghanistan in the 1990s that allowed the Taliban to grab power in a bloody civil war and create the safe haven for terrorism that led to September the 11th, 2001.

Conflicts do not simply end. They are won or they are lost. America and American administrations must be in the business of winning. Al-Qaida and other radical Islamist terrorists have not yet been defeated.

There is no reason to believe the Taliban will abandon al-Qaida if we leave. We know we cannot conduct effective counterterrorism operations without presence and partners on the ground.

Foreign terrorists will not leave the United States alone simply because our politicians have grown tired of taking the fight to them. The President needs

to explain to the American people why he thinks abandoning our partners and retreating in the face of the Taliban will make America safer.

INFRASTRUCTURE

Mr. MCCONNELL. Mr. President, on one final matter, \$865,000 dollars—\$865,000. That is roughly the cost of every new job the White House claims their so-called American Jobs Plan would create, \$865,000.

This is how the math shakes out if you use the most favorable estimates that the Biden administration itself prefers. Figures reported by Bloomberg News come out to about \$865,000 per job. Other analyses have found numbers actually north of \$860,000.

Here is where the number comes from. The White House has tried to claim their spending plan would create 19 million jobs over the next decade. That is completely false. The Washington Post Fact Checker gave Democrats multiple Pinocchios for this false claim.

Nineteen million jobs is one estimate of the total number of jobs the entire country would add over the next decade, from all sources—all sources. The same estimate says we are on track to add more than 16 million of those same jobs without the bill.

So this proposal to tax, borrow, and spend \$2.25 trillion would only create 2.6 million new jobs. And remember, these are the rosiest—rosiest—best-case estimates that the White House itself has been pushing.

Now, I know a whole lot of Kentucky entrepreneurs and business owners who create more than one job if we gave them \$865,000 to invest and expand.

Mr. President, I am sure you represent a lot of smart people who could turn an \$865,000 investment into more than just one job.

The awful arithmetic just underscores how disappointing the proposal is. When the American people think of infrastructure, they think of honest-to-goodness public works projects that truly invest in the public good—things that build our Nation's backbone. And when Congress tackles real, tangible infrastructure issues in a smart fashion, there is big, broad bipartisan support.

The 2015 highway bill, the FAST Act, was a huge bipartisan lift that Senator INHOFE and former Senator Boxer hammered out together. I was proud to play a major role in that accomplishment myself. It was the first full 5-year highway bill that Congress had passed in 20 years. And it won 83 votes in the Senate and about the same percentage over in the House.

Even more recently, in 2018, the Senate passed America's Water Infrastructure Act, 99 to 1—the new investments in water infrastructure across the country to create jobs, grow the economy, and ensure that American families get the safe drinking water they deserve, 99 to 1.

Just last year, another water infrastructure package came out of the EPW Committee unanimously and cleared the Senate in a package that passed 92 to 6.

So there is bipartisan appetite for smart infrastructure bills that are built the right way. The Senate has proven that over and over again. There isn't much appetite for using the word "infrastructure" to justify a colossal—colossal—multitrillion-dollar slush fund for unrelated bad ideas.

A Harvard economist and infrastructure expert says, and listen to this, "It does a bit of violence to the English language" to call this an infrastructure proposal. That is a Harvard economist.

An expert at Columbia says big chunks of the proposal are "really social spending, not productivity-enhancing infrastructure of any kind."

One political analyst wrote:

[T]he plan . . . reads like a liberal wish list for everything the left has wanted.

Less than 6—6 percent of the proposal goes to roads and bridges, less than 6 percent. It would send more money to just electric cars than it would spend on our Nation's roads, bridges, ports, airports, and waterways combined.

And while this proposal chases every green fad, it would also slam our economy with the largest tax hikes in a generation.

Experts at the Wharton School of Business have projected the plan would decrease GDP, decrease capital stock, and reduce workers' hourly wages 10, 20, and 30 years down the road.

Economists at Rice University recently looked at a similar package of Democratic tax hikes and found it would lead to a loss of a million jobs here in our country over just 2 years. Exactly when American workers are counting on an economic recovery, Democrats want to slap the economy with a massive set of tax increases.

So look, this noninfrastructure "infrastructure" plan is cut from the same cloth as the Democrats' nonvoting rights "voting rights" bill.

Both these subjects are ripe for bipartisan work. Both are subjects the Senate has addressed in the past with thoughtful compromises that have earned broad support. And both are issues where the American people will reject a far-left approach that makes their lives worse.

CONCLUSION OF MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Morning business is closed.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will proceed to executive ses-

sion to resume consideration of the following nomination, which the clerk will report.

The bill clerk read the nomination of Polly Ellen Trottenberg, of New York, to be Deputy Secretary of Transportation.

RECESS

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate stands in recess until 2:15 p.m.

Thereupon, the Senate, at 12:52 p.m., recessed until 2:15 p.m. and reassembled when called to order by the Presiding Officer (Ms. SINEMA).

EXECUTIVE CALENDAR—Continued

The PRESIDING OFFICER. All postcloture time has expired.

The question is, Will the Senate advise and consent to the Trottenberg nomination?

Ms. WARREN. Madam President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The senior assistant legislative clerk called the roll.

Mr. DURBIN. I announce that the Senator from New Jersey (Mr. BOOKER) and the Senator from Georgia (Mr. WARNOCK) are necessarily absent.

Mr. THUNE. The following Senator is necessarily absent: the Senator from North Carolina (Mr. TILLIS).

The PRESIDING OFFICER. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 82, nays 15, as follows:

[Rollcall Vote No. 144 Ex.]

YEAS—82

Baldwin	Hassan	Peters
Barrasso	Heinrich	Portman
Bennet	Hickenlooper	Reed
Blumenthal	Hirono	Risch
Blunt	Hoeven	Romney
Boozman	Hyde-Smith	Rosen
Brown	Inhofe	Rounds
Burr	Johnson	Sanders
Cantwell	Kaine	Sasse
Capito	Kelly	Schatz
Cardin	King	Schumer
Carper	Klobuchar	Shaheen
Casey	Lankford	Sinema
Cassidy	Leahy	Smith
Collins	Lujan	Stabenow
Coons	Lummis	Sullivan
Cornyn	Manchin	Tester
Cortez Masto	Markey	Thune
Cramer	Marshall	Toomey
Crapo	McConnell	Van Hollen
Duckworth	Menendez	Warner
Durbin	Merkley	Warren
Ernst	Moran	Whitehouse
Feinstein	Murkowski	Wicker
Fischer	Murphy	Wyden
Gillibrand	Murray	Young
Graham	Ossoff	
Grassley	Padilla	

NAYS—15

Blackburn	Hagerty	Rubio
Braun	Hawley	Scott (FL)
Cotton	Kennedy	Scott (SC)
Cruz	Lee	Shelby
Daines	Paul	Tuberville